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TCS 2060/65
M/EB 71/65
8 March 1965
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MEMORANDUM FOR: Chief, Forces Division, ORR

ATTENTION: [REDACTED] Defensive Missile Systems Branch

THROUGH: Chief, Requirements Branch, Reconnaissance Group, CGS

FROM: Chief, Photographic Intelligence Division, CIA

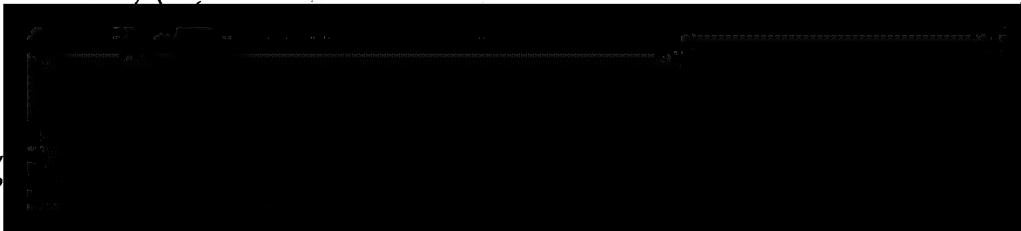
SUBJECT: Level of Activity, Cherepovets and Tallinn "Long Range SAM Sites"

REFERENCES: (a) Requirement C-RR4-81,889
(b) CIA/PID Project 30856-4

1. This memorandum is in response to your requirement dated 8 October 1964 requesting information regarding the level of activity related to the Cherepovets Launch Complex, in comparison to the activity at the Tallinn Launch Complex.

2. This requirement has been partially satisfied through personal consultations and briefings presented by the photo analyst assigned to this project. These consultations include the following:

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3. The requirement has also been partially satisfied by NPIC reports R-852/64 "Tallinn AMM/SAM Launch Complex and Cherepovets Suspect AMM/SAM Launch Complex, USSR," dated September 1964, and R-5088/64 "Cherepovets Suspect AMM/SAM Launch Complex, USSR October 1964", dated December 1964.

25X1D

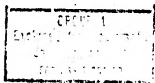
4. Since the last mission referenced in the latest NPIC report, two KH-4 missions covered Cherepovets, however no additional missions have photographed Tallinn since [REDACTED]. The last two missions covering Cherepovets were accomplished on [REDACTED]

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Image quality in both cases was poor to fair with partial

Declass Review by NIMA/DOD



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SUBJECT: Level of Activity, Cherepovets and Tallinn
"Long Range SAM Sites"

TCS 2060/65
M/EB 71/65

25X1D interference from haze and clouds, which especially precluded observation on
25X1D [REDACTED] Neither of these latest missions revealed any further construc-
25X1A tion progress on the launch complex. As of [REDACTED] construction pro-
25X1D gress on the road leading west toward the Cherepovets SAM support facility [REDACTED] cannot be confirmed, however, there is probably no activity on [REDACTED] 25X1D
[REDACTED] when the ground had a substantial cover of fresh snow.

5. The following information supplements that contained in the previously referenced NPIC reports:

25X1D (a) At Cherepovets, unidentified activity was initiated in three areas between [REDACTED] One area of earth scarring, approximately 5,500 feet south of launch site A, measures approximately 500 by 250 feet and straddles a dirt road which leads toward a small single street village located approximately 1,000 yards east of the Cherepovets Petroleum Storage Area. (See the attached line drawing) The road continues through the village and then turns north into the launch operations area. This road was present prior to the initiation of construction activity in the launch area and is now probably closed off by the security fence. The second area of activity, measuring approximately 220 by 100 feet, contains excavation and suspect construction activity and is located approximately 4,200 feet west of launch site A. This activity is adjacent to the same road, which connects the village of Irdmatka with the village east of the petroleum storage area. The third area of earth scarring, measuring approximately 300 by 230 feet, is located adjacent to the east side of the launch support area fence. It is suspected that the first two areas of activity are not related to the AMM/SAM construction activity, however, their proximity to the launch operations area and the timing of the activity requires that they be mentioned.

25X1D (b) Most of the activity in the Cherepovets launch operations area during [REDACTED] consisted of work on the drainage ditches which surround each of the launch positions. The white objects lined up along drainage ditches, as revealed by [REDACTED] 25X1D are suspected to be pipe sections, intended for the launch complex drainage system. These objects are still in place on [REDACTED] 25X1D [REDACTED] indicating no particular rush to complete the job, or a work stoppage awaiting completion of essential work elsewhere. The small amount of work on individual launch positions during [REDACTED] 25X1D

25X1D (c) The latest Tallinn coverage [REDACTED] revealed approximately nine vehicles in the launch area, however the photo quality was not as good as the [REDACTED] which covered Leningrad in [REDACTED] 25X1D and it is not possible to identify them as to type. A few vehicles are in motion, and most are possibly trucks or items of construction equipment. Cherepovets was also covered by only one [REDACTED] 25X1D however, image motion degraded the photo quality to an extent which makes analysis of

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S-16461

TOP SECRET RUFF

SUBJECT: Level of Activity, Cherepovets and Tallinn
"Long Range SAM Sites"

TCS 2060/65
M/EB 71/65

vehicular activity very difficult. However, it is suspected that five to ten vehicles are parked in the support area approximately .5 nautical mile Northwest of the launch areas. It is also suspected that a few vehicles or pieces of construction equipment are located along the road being constructed north of the village of Irdomatka. No vehicles can be detected within the launch operations area, however the road skirting the north side of launch site B and C has considerable tree shadow and it is not possible to negate vehicular activity in the launch operations area.

(d) The available photography of Tallinn and Cherepovets (see Attachment 2) precludes determination of the exact month when construction activity was initiated at each complex, though the period can be narrowed down further with Cherepovets than it can with Tallinn. In comparing construction progress at Tallinn with that at Sary Shagan Launch Complex A, Launch Site 3, Position 5, it is reasonable to conclude that construction at Tallinn probably started sometime during the three month period, [REDACTED]. Photography reveals that this is the case with Cherepovets, therefore, one must conclude that, for one reason or another, construction at Cherepovets was slowed up by possibly unexpected difficulty, or that Tallinn was given priority. This conclusion is based on the degree of progress visible at Tallinn as compared with that evident at Cherepovets. Progress seen at Tallinn during a single month [REDACTED]

[REDACTED] is greater than that seen at Cherepovets during all of [REDACTED]. During that single month at Tallinn, revetment walls were erected for three launch positions at Launch Site A and for two launch positions at Launch Site E. In addition, curved revetments were added opposite launch position openings, along the far side of the access roads at positions one and six, Launch Sites A and B.

(e) The following observations and conclusions regarding construction progress at the Tallinn-type launch revetment at Sary Shagan Launch Complex A is believed pertinent to this report:

(1) [REDACTED] the construction progress on the long launch revetment at Sary Shagan Launch Complex A, Launch Site 3, Position 5, was at approximately the same stage as that seen at Tallinn on [REDACTED]

(2) [REDACTED] the Sary Shagan position had [REDACTED]

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S-16461

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SUBJECT: Level of Activity, Cherepovets and Tallinn
"Long Range SAM Site"

TCS 2060/65
M/EB 71/65

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25X1D

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25X1D

25X1B

[REDACTED] Sary Shagan facility, it is assumed that, as of [REDACTED]
[REDACTED] construction at the Tallinn launch positions has possibly progressed
to the construction stage visible at Sary Shagan on [REDACTED]

6. All measurements appearing in this report have been made by the CIA/PID project analyst. They should not be construed as being mensuration data compiled by the NPIC Technical Intelligence Division.

7. The photo analyst on this project is [REDACTED] who may be contacted on extension 2422 should you have any further questions.

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8. This project is considered to be complete.

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Enclosures:

1. Line drawings of Cherepovets SAM/AMM Complex and surrounding area (CIA/PID/MEB-P-104/65)
2. List of photographic coverage

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Next 1 Page(s) In Document Exempt